

RIGGING THE VALKYRIE.

TO BE READY FOR A TRIAL SPIN ON MONDAY AT THE LATEST.

No Truth in the Reports of Her Hull Being Strained on the Passage Over—The Wonderful Size of Her Spars and the Strength of Her Rigging Favorably Commented on by the Captain.

The work of rigging the Valkyrie III, for the coming trial spin preparatory to racing at the Erie Basin yesterday, and all will go well as will be ready for her first trial spin on Monday. It was officially announced at the New York Yacht Club house yesterday afternoon that the first race for the America's Cup would be held on Monday.

Mr. Chester Griswold, of the Regatta Commission, in conversation with a SUN reporter, stated that the postponed trial races between the Defender and Vigilant would in all probability be decided on Tuesday and Wednesday of next week, as was exclusively stated in Wednesday's issue.

Mr. Griswold would undoubtedly be completed by that time, and that if no objections were raised by either Mr. Bellin or Mr. Willard it was thought best to sail these races on successive days and get the thing over, instead of having the sail off day in between.

It is a matter of fact that there will be none too much time between the trial and Cup races to get our representative in proper racing trim, and Mr. Bellin and Capt. Willard will need every spare moment of the intervening time to get the Defender in shape for her coming encounter with the Vigilant.

Down at the Erie Basin, where Capt. Cranfield and his English crew are working night and day preparing the Valkyrie for the big event, hundreds of yachtsmen and thousands of spectators, including scores of pretty girls, kept pouring through the gates and lining the shore with glee-eyed amazement at her powerful hull and enormous spars.

While most of the Valkyrie's standing rigging, together with her steel boom, bellow gaff, and boomkicker pole were in position before her crew left on Wednesday night, the remainder of the work was accomplished yesterday. Almost all the paint on her top sides and most of the black lead on her under-water body was burned or scraped off.

A SUN reporter that the braces on the Cup challenger's bowsprit would say that not one of the braces denied by every one connected with the boat, and as a matter of fact the Valkyrie arrived here in better shape than any foreign yacht yet sent over. What probably started the story was the removal of some strengthening struts and stays which had been braced in for the Atlantic voyage, which is precisely what was done to the Vigilant when it went across last year. Mr. H. Mattland Kersey, Lord Dunraven's representative on this side of the Atlantic, positively denied the report this morning and said every one else aboard. Mr. Kersey said:

"The voyage across the ocean did not strain the boat in the least, as far as I can see. As for any of her bow frame braces having buckled, that is almost too absurd to contradict. Why, if they had, her bows would have sent out all the way in the water, and you can see for yourself that they have not."

Arthur Glennie, Lord Dunraven's friend, who will sail on the Valkyrie III, also denied the report, and said that it was too absurd to contradict. In regard to the report that Valkyrie was out of light weather, Well, to a certain extent that is true. One thing is certain. The Valkyrie was not built expressly for heavy weather. Neither, in my opinion, was the Defender, and I think it is fair to say that she will stand up just as well as the American boat.

"While I have refrained from learning the exact nature of the report, I am sure that the figures given are right. If they are not, I am sure that the Defender I thought she was rigged too light. Her experience the other day in the light breeze, if she had a heavier spar and rigging such as are needed in the weather she had on Tuesday, then she has a wonderful margin of safety. What do you think of her bows?"

"Well, you know, I can't say anything about that. We came over here for sport and if we come back with a farrowed cockpit and no boom with a smile."

Contrasting Mr. Glennie's remarks with the report that the Valkyrie was out of light weather, we shall be in racing trim by Saturday night and ready to leave the dock for our first trial spin on Monday. It is a fact that the Valkyrie is a boat as though I do not appreciate the task, but it will be a fair trial for the Defender and everything in ship-shape condition by that time.

How does the public interest in yacht races compare with that evinced in England? Well, as well as that in these cup races, nothing can compare with the interest in them here. I was interested with the evidence of it every time I saw the Defender and Vigilant, and the eagerness with which the full accounts were read as well as the enterprise displayed in getting the latest news.

At home we practically race the year through, while here the cup races make a special event. It is interesting to see the interest of the public in the races, aside from the fact that the Valkyrie's totem rigging was all set up yesterday, as was her forestay. Her bowsprit and bowsprit cap were set up yesterday, and her racing rail was set in, though all of her hull plating, rail which came over with her, was left on her hull. Her bowsprit and bowsprit cap were set up yesterday, and her racing rail was set in, though all of her hull plating, rail which came over with her, was left on her hull.

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MOVING KINGS AND QUEENS.

GAMES FROM THE HASTINGS CHESS CONGRESS.

A Fine Selection of Games as Played in the Early Sessions of the International Chess Tournament—Fine Points Show by Lasker, Tschigorin, Tarrasch, Bardenheuer, Mieses, Walbrodt, Mason, and Others.

Following is a selection of games as played in the International Chess tournament at Hastings: QUEEN'S GAMBIT DECLINED.

WHITE: JANOWSKI. BLACK: LASKER. Move. 1. P-K4. 2. P-K3. 3. P-Q4. 4. P-K3. 5. P-Q4. 6. P-K3. 7. P-Q4. 8. P-K3. 9. P-Q4. 10. P-K3. 11. P-Q4. 12. P-K3. 13. P-Q4. 14. P-K3. 15. P-Q4. 16. P-K3. 17. P-Q4. 18. P-K3. 19. P-Q4. 20. P-K3. 21. P-Q4. 22. P-K3. 23. P-Q4. 24. P-K3. 25. P-Q4. 26. P-K3. 27. P-Q4. 28. P-K3. 29. P-Q4. 30. P-K3. 31. P-Q4. 32. P-K3. 33. P-Q4. 34. P-K3. 35. P-Q4. 36. P-K3. 37. P-Q4. 38. P-K3. 39. P-Q4. 40. P-K3. 41. P-Q4. 42. P-K3. 43. P-Q4. 44. P-K3. 45. P-Q4. 46. P-K3. 47. P-Q4. 48. P-K3. 49. P-Q4. 50. P-K3. 51. P-Q4. 52. P-K3. 53. P-Q4. 54. P-K3. 55. P-Q4. 56. P-K3. 57. P-Q4. 58. P-K3. 59. P-Q4. 60. P-K3. 61. P-Q4. 62. P-K3. 63. P-Q4. 64. P-K3. 65. P-Q4. 66. P-K3. 67. P-Q4. 68. P-K3. 69. P-Q4. 70. P-K3. 71. P-Q4. 72. P-K3. 73. P-Q4. 74. P-K3. 75. P-Q4. 76. P-K3. 77. P-Q4. 78. P-K3. 79. P-Q4. 80. P-K3. 81. P-Q4. 82. P-K3. 83. P-Q4. 84. P-K3. 85. P-Q4. 86. P-K3. 87. P-Q4. 88. P-K3. 89. P-Q4. 90. P-K3. 91. P-Q4. 92. P-K3. 93. P-Q4. 94. P-K3. 95. P-Q4. 96. P-K3. 97. 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P-K3. 639. P-Q4. 640. P-K3. 641. P-Q4. 642. P-K3. 643. P-Q4. 644. P-K3. 645. P-Q4. 646. P-K3. 647. P-Q4. 648. P-K3. 649. P-Q4. 650. P-K3. 651. P-Q4. 652. P-K3. 653. P-Q4. 654. P-K3. 655. P-Q4. 656. P-K3. 657. P-Q4. 658. P-K3. 659. P-Q4. 660. P-K3. 661. P-Q4. 662. P-K3. 663. P-Q4. 664. P-K3. 665. P-Q4. 666. P-K3. 667. P-Q4. 668. P-K3. 669. P-Q4. 670. P-K3. 671. P-Q4. 672. P-K3. 673. P-Q4. 674. P-K3. 675. P-Q4. 676. P-K3. 677. P-Q4. 678. P-K3. 679. P-Q4. 680. P-K3. 681. P-Q4. 682. P-K3. 683. P-Q4. 684. P-K3. 685. P-Q4. 686. P-K3. 687. P-Q4. 688. P-K3. 689. P-Q4. 690. P-K3. 691. P-Q4. 692. P-K3. 693. P-Q4. 694. P-K3. 695. P-Q4. 696. P-K3. 697. P-Q4. 698. P-K3. 699. P-Q4. 700. P-K3. 701. P-Q4. 702. P-K3. 703. P-Q4. 704. P-K3. 705. P-Q4. 706. P-K3. 707. P-Q4. 708. P-K3. 709. P-Q4. 710. P-K3. 711. P-Q4. 712. P-K3. 713. P-Q4. 714. P-K3. 715. P-Q4. 716. P-K3. 717. P-Q4. 718. P-K3. 719. P-Q4. 720. P-K3. 721. P-Q4. 722. P-K3. 723. P-Q4. 724. P-K3. 725. P-Q4. 726. P-K3. 727. P-Q4. 728. 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P-K3. 909. P-Q4. 910. P-K3. 911. P-Q4. 912. P-K3. 913. P-Q4. 914. P-K3. 915. P-Q4. 916. P-K3. 917. P-Q4. 918. P-K3. 919. P-Q4. 920. P-K3. 921. P-Q4. 922. P-K3. 923. P-Q4. 924. P-K3. 925. P-Q4. 926. P-K3. 927. P-Q4. 928. P-K3. 929. P-Q4. 930. P-K3. 931. P-Q4. 932. P-K3. 933. P-Q4. 934. P-K3. 935. P-Q4. 936. P-K3. 937. P-Q4. 938. P-K3. 939. P-Q4. 940. P-K3. 941. P-Q4. 942. P-K3. 943. P-Q4. 944. P-K3. 945. P-Q4. 946. P-K3. 947. P-Q4. 948. P-K3. 949. P-Q4. 950. P-K3. 951. P-Q4. 952. P-K3. 953. P-Q4. 954. P-K3. 955. P-Q4. 956. P-K3. 957. P-Q4.